



Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1-3 (Cancelled)

4. (Currently Amended) ~~The brake application system according to Claim 3, A~~
brake application system for vehicles, particularly rail vehicles, including:

an actuator which generates a braking power of the brake application system
to move a brake between a brake applied position and a first brake release position of the
actuator resulting from a braking power reduction of the brake application system when the
brake application system is being acted upon by the braking power; and

a combined device for an emergency release of the brake of the brake
application system and for an auxiliary release of the brake, wherein

the emergency release of the brake being a movement of the brake from the
brake applied position of the actuator to the first brake release position of the actuator;

the auxiliary release of the brake being a further movement of the brake from
the first brake release position of the actuator when the brake is not being acted upon by the
braking power;

the combined device is electrically actuated by a common first electric drive
unit;

wherein the combined device for the emergency release and auxiliary release
of the brake is integrated in a wear adjuster having a helical gear, the helical gear includes
first and second screw connection parts, the first screw connection part including a threaded
spindle and the second screw connection part including a nut, which nut can be screwed on
the threaded spindle, and at least one of the screw connection parts is electrically actuated for
the emergency and auxiliary release of the brake;

wherein the second screw connection part of the helical gear for the
emergency and auxiliary release of the brake is rotationally actuated by the common first
electric drive unit; and

wherein the first screw connection part of the helical gear for wear adjustment
is rotationally actuated by a second electric drive unit.

5. (Previously Presented) The brake application system according to Claim 4, wherein, at least during the actuating of the first screw connection part in one rotating direction for the wear adjustment, the second screw connection part is held in a non-rotatable manner.

6. (Currently Amended) The brake application system according to Claim 5, wherein the second screw connection part is coupled with the common first electric drive unit by a lockable free wheel, and the lockable free wheel permits a rotation of the second screw connection part by the common first electric drive unit in one direction for the wear adjustment and is constructed for blocking the rotation when the rotation is not caused by the common first electric drive unit.

7. (Currently Amended) The brake application system according to Claim 4, wherein the second electric drive unit of the first screw connection part is actuated independently of the common first electric drive unit of the second screw connection part.

8. (Currently Amended) The brake application system according to Claim 24, wherein the common first electric drive unit of the second screw connection part includes an electric motor with a gearing on the output side, whose gearing output is rotationally coupled with the second screw connection part.

9. (Currently Amended) The brake application system according to Claim 8, wherein the second screw connection part is coupled by a slip clutch with the common first electric drive unit and has an application surface for the application of a rotating tool.

10. (Cancelled)

11. (Previously Presented) The brake application system according to Claim 6, wherein the lockable free wheel includes a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

12. (Previously Presented) The brake application system according to Claim 11, wherein the second electric drive unit associated with the first screw connection part includes an electric motor with a gearing on an output side, whose gearing output is rotationally coupled with the first screw connection part.

13. (Previously Presented) The brake application system according to Claim 12, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the d.c. motor as well as one or more gearwheel stages arranged behind the planetary gearing.

14. (Currently Amended) The brake application system according to Claim 4, including a clutch associated with the first screw connection part, by which clutch the first screw connection part is non-rotatably coupled with a non-rotatable part when there is an axial force originating from a braking, and by which clutch the first screw connection part is uncoupled from the non-rotatable part in the absence of an axial force originating from the braking.

15. (Previously Presented) The brake application system according to Claim 14, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a result of friction against one another.

16. (Previously Presented) The brake application system according to Claim 15, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the first screw connection part.

17. (Previously Presented) The brake application system according to Claim 16, including a threaded pin of the first screw connection part, and the threaded pin is screwed into an internal thread constructed in a bottom of the conical sleeve.

18. (Previously Presented) The brake application system according to Claim 17, including a first gearwheel meshing with a second gearwheel of a gearing and the second gear wheel is coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

19. (Previously Presented) The brake application system according to Claim 18, including a slip clutch located between the second electric drive unit and the first screw connection part, and the slip clutch is constructed to be slipping when at least one of first and second stop positions have been reached and is otherwise coupled.

20. (Previously Presented) The brake application system according to Claim 19, wherein a first stop position is formed by the application of the brake pads on the brake disc, and a second stop position is formed by a screwed end position in which the first screw connection part is screwed into the second screw connection part to the second stop position, or the second screw connection part is screwed onto the first screw connection part to the second stop position.

21. (Currently Amended) The brake application system according to Claim ~~20~~19, wherein the slip clutch is arranged between the cone clutch and the second electric drive unit associated with the first screw connection part.

22. (Previously Presented) The brake application system according to Claim 21, wherein the slip clutch includes balls pretensioned by a defined spring pressure in grooves, the grooves being constructed on a face of the first gearwheel, and the balls being held in bores of a ring non-rotatably held on a cylindrical projection of the conical sleeve.

23. (Cancelled)